

MEMORANDUM

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From: OP-33  
To: OP-095  
OP-05  
OP-07  
OP-094  
OP-092

Subj: Report of DSB Ocean Surveillance Task Force (U)

Ref: (a) CNO/VCNO ACTION SHEET 490-70

Encl: (1) Recommendation #6A  
(2) Recommendation #6B

1. Enclosures (1) and (2) contain the proposed comments and recommendations for reply to reference (a). Your comments and recommendations are requested not later than 1200, 12 October 1970.

  
P. N. CHARBONNET, JR.  
Rear Admiral, U. S. Navy  
Director  
Fleet Operations Division

NAVY, USAF Review  
Completed

Copy to:

|              |               |
|--------------|---------------|
| OP-76        | RADM EPES     |
| OP-506       | CAPT LOVELACE |
| OP-722       | CDR FALL      |
| NIC-33       | CAPT G. SMITH |
| NIC-2Q       | CAPT JENSON   |
| OP-092R      | CAPT MOFFIT   |
| CNM (REWSON) | MR C. KROPF   |

25 YEAR  
RE-REVIEW

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RECOMMENDATION #6A

1. Relative to Recommendation #6A of the Herzfeld report the Navy has been evaluating the U2 aircraft as a possible sensor platform since 1967. A Navy sponsored vidicon sensor, the Fleet Realtime Intelligence Transmission System (FRITS), that provides near real time imagery to a surface site is currently in the operational testing phase of development. This system, or one technologically similar, in a drone may satisfy the requirement for a high altitude optical sensor for ocean surveillance. Discussions and preliminary planning have been completed between Navy and [redacted] with a COMINT configuration. Additionally, OP-76 is determining the feasibility of using the U2 as an R&D platform collecting radar data under Project 749.

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2. COMSIXTHFLT has been briefed on a proposed capability for ocean surveillance using a vidicon configured U2 and has indicated a desire to commence evaluation flights as soon as possible. Tactical data collected would be provided direct to selected fleet units via secure link as well as being entered into the Ocean Surveillance Information System (OSIS). The current deployment of [redacted] has caused a temporary delay in proceeding with the planned evaluation of the vidicon subsystem. Conceivably this evaluation could be accomplished with the deployed assets, however, a decision will have to be made whether to proceed using the current FRITS program aircraft (U2C) or to request reconfiguration of a U2R. After these decisions are made, USCINCEUR and JCS concurrence in the operation will be required. Reconfiguration of an U2R would primarily consist of adapting a hatch to hold the gear and installation of the required aircraft power and control circuitry requiring approximately six weeks. [redacted]

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[redacted] The primary purpose of this initial reconfiguration would be for the operational evaluation of the vidicon sensor for use in follow-on vehicles. Selection of a sensor suit for follow-on vehicles must also consider compatibility of vidicon and COMINT sensors

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## RECOMMENDATION #6B

1. Relative to Recommendation #6B it is proposed that the U2 aircraft be used as the test bed for evaluating sensors. Initially, effort should be directed toward furtherance of the FRITS concept and development of a multi-sensor package with secure data links to users. A high altitude drone containing a data linked combined sensor package allowing fusion of signals collected is the desired follow-on operational platform. Currently, sensors are being developed under the COMBAT DAWN program and PROGRAM DELTA and should be closely monitored for possible application. Test results have illustrated the feasibility of a vidicon system and the capability to transmit radar, imagery and SIGINT data at distances up to 200 miles. A statement of requirements for a sensor equipped drone should be determined and then made available to industry. It is believed that at least two companies should be able to respond with proposals in a short time frame.

2. Operational considerations for a Navy drone surveillance system are proposed as follows:

a. The drone be capable of being land or sea-based with a mission time of approximately 24 hours. The drone should be high altitude and capable of air or catapult launch.

b. Data link sea/shore terminals be provided as within the state-of-the-art.

c. In the SEA-BASED mode it should be capable of being deployed by various types of Task Forces.

d. Processing and display equipment be provided on board force command ships. Tunable equipments should be remotely controlled from the command ship controlling the drone. Relay equipment should be investigated for airborne platforms such as E2C aircraft to extend range.

e. Area of sea coverage be provided to a minimum of 500 n.m. from the task force with data link relay to ships, using relay aircraft when required.

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with a secure data link and other operational considerations and/or sensors. The suits selected could probably be operationally tested or initially deployed in the U2R. It does not seem likely that the radar sensor will be ready for evaluation in the near future, but it also could be initially tested in the U2R. Current planning calls for the deactivation of two U2Rs next fiscal year. It may be possible to have these airframes designated as R&D platforms for ocean surveillance sensor development.

3. Clarification of funding for tests is also required prior to further action.

[redacted] if the Navy will fund required reconfiguration costs. The CNM (REWSON) should be tasked to determine costs to prepare the FRITS equipment (including surface readout station) for a MED deployment. It is anticipated that at least four months lead time would be required to prepare for the initial operational test of FRITS.

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4. In light of the above actions, Navy is further along in development of a program such as recommended in Recommendation #6A than the committee may have envisioned.

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